

The

September 2025



Hill Country Triumph Club Newsletter



Celebrating and driving Triumphs since 1990



HCTC shows out at the August driving event Part 1 — Maudie's Tex-Mex in Bee Caves

Letter from the President

September, 2025

Jacques Welter



September is a time for transition. Summer fades to Fall (well, it does in most parts of the country); Kids head back to school; Summer crops turn into fall harvests (including a Germanic celebration at the end of September called Oktoberfest); and HCTC activities begin to swing back into life, having reverse hibernated during the virtual furnace that is the greater Austin area in August.

At least that has been the pattern in the past.

This year was quite different. HCTC had four activities in August — our regularly scheduled Breakfast meeting; our Social Hour; a driving event to Aldstadt Brewing Company; and a Brits & Barley meeting. At each event we had a significant turnout of the club that made the events all much more fun ... and the bonus was they were all in August !!

First on the agenda was the Social Hour — where 21 (!!)

current and new members of HCTC showed up to break bread, indulge themselves with some great company, and enjoy some good conversation. A subset were having such a good time that they did an impromptu drive to The Oasis Brewing Company to continue the conversations not to mention some great views.



On the road to Aldstadt Brewing Company

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Letter from the President

Continued

Social Hour kicked off on Tuesday, August 12th, at it's new starting time of 7 pm, with 15 HCTC members making their way to the Waterloo Icehouse for company and stories.

The HCTC monthly drive started out as a breakfast at Maudie's Tex-Mex on Saturday, August 16th, and evolved into a wonderful destination drive to Aldstadt Brewing Company in Fredericksburg - see the story later in The Ragtop.

And last, but not least, HCTC showed out strongly at Brits & Barley to end the month, meeting at Float the River Brewing Company (formerly known as Hell or High Water Brewing) in Liberty Hill.

Nicely done, HCTC.

Looking ahead:

- Social Hour is Tuesday, September 9th, starting at 7 pm at the Waterloo Icehouse
- The HCTC Breakfast meeting is Saturday, September 13th at the Waterloo Icehouse, starting @ 10:00 am (although folks have been known to show up earlier)
- We have a number of members heading to Brits in the Ozarks starting September 18th. See Mike McPhail if you want details or are interested in going
- Pistons on the Square will be Saturday, September 20th. The HCTC Drive will combine with Pistons to travel over to Dick Hunter's home to view his car collection (30+ vehicles).
- Brits & Barley will be meeting Sunday, September 28th, at The Draught House Pub and Brewery, starting at 2:00 pm.

I hope to see you there.



Social Hour on Tuesday, August 12th. Front to back, L to R: Jim Wells; Mike McPhail; Dick Simonson; Jacques Welter; Joe Payne; Dan Julien; Rip Torn; Francis Julien Phil Taylor; Roger & Tina Bolick; and Henry Reynolds. (Photo by Kim Welter)



L to R, Front to back: Charles Sponberg; Sam Vazquez; Rip Torn; Kim Vazquez; Charlie Stewart; Nel McPhail; Carolyn Hunter; Kim Welter; Dick Hunter; Jacques Welter; Tina Bolick; Mike McPhail; Roger Bolick; Joe Payne; Danny Zeier; Dick Simonson.



Hill Country Triumph Club Officers

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Back issues of The Ragtop are available on our website:

<http://www.hillcountrytriumphclub.org>



Jacques Welter



Jim Wells



Gary Payne



Dick Simonson

Why should I join the VTR?



VTR works to maximize the enjoyment all of us have when driving a Triumph and emphasizes camaraderie and social interaction among Triumph owners. As the only North American organization which recognizes each and every Triumph model, we hope you'll want to join us as we strive to achieve these goals.

We also hope you'll attend either the National or regional gatherings of VTR members. These conventions are always fun for attendees, and joining a VTR chapter will introduce you to others in your area who share your passion for Triumphs. Car shows, rallies, autocrosses, tours, vintage racing, and social gatherings are a regular part of the VTR scene. The HCTC is a VTR Chapter, but we urge you to also join the VTR as an individual.

Won't you join us? <https://vintagetriumphregister.org/>

Your dues provide the following:

- Our award winning, bi-monthly, color-cover magazine, The Vintage Triumph
- Free classified advertising in the magazine
- Technical assistance from our vehicle consultants
- VTR membership card and windshield decal

HCTC Events-at-a-Glance

September, 2025

September 9th:

- **Hill Country Triumph Club Social Hour**
The County Line on the Lake, 6:00 pm to 8:00 pm

September 13th:

- **HCTC Breakfast Meeting**
Waterloo Icehouse, 10:00 am - 11:30 am

September 20th

- **Brits in the Ozarks**
Fayetteville, Arkansas
- **Georgetown Pistons on the Square**
Courthouse Square, Georgetown, TX

September 27th

- **Brits & Barley**
Draught House Pub & Brewery

September 2025

Sun	Mon	Tue	Wed	Thu	Fri	Sat
	1	2	3	4	5	6
7	8	9 ★	10	11	12	13 ★
14	15	16	17	18 ★	19 →	20 ★
21	22	23	24	25	26	27 ★
28	29	30				

October, 2025

October 4th:

- **Houston All British Car Days**
Houston, TX
- **North Texas All European Car Days**
Dallas, TX

October 10th - 12th:

- **Texas All British Car Days**
Dos Cochas Ranch, Marble Falls, TX

October 18th:

- **Pistons on the Square**
Courthouse Square, Georgetown, TX
- **South Texas All British Car Days**
Gruene, TX

October 26th:

- **Brits and Barley**
Fitzhugh Brewing Company, Dripping Springs

October 2025

Sun	Mon	Tue	Wed	Thu	Fri	Sat
			1	2	3	4 ★
5	6	7	8	9	10 ★	11 →
12 ★	13	14 ★	15	16	17	18 ★
19	20	21	22	23	24	25
26 ★	27	28	29	30	31	

For more detailed descriptions and information, please see the Events Section later in the newsletter

KEY



= HCTC-sponsored event

= Affiliated event

= Car Show

= Holiday

Secretary's Report

August 2025

Dick Simonson



As we say goodbye to August, traditionally the hottest month of the year, we look forward to a little cooler weather and maybe some more opportunities to drive our cars with their tops down. August seemed anticlimactic, given all the activities of July, especially the VTR Nationals but many of us still took advantage of opportunities to enjoy our cars and club activities. For me personally, it marked the first time since my shoulder injury in February that I was able to drive my TR6. While I still have a long way to go before I can tie flies, I am now able to use my left hand to control the steering wheel while I drive and shift. I do enjoy my Jaguar XKR with its horse power, automatic transmission, power steering and AC, but it's great to get behind the wheel of the TR6 again.

As for club activities, we had a great turnout at Waterloo on the 9th. Twenty-one of us gathered for breakfast. We all enjoyed breakfast and visiting mixed with a brief business meeting. Jacques made a plea for TxABCD registrations. October 10 is rapidly approaching and Jacques reminded all that the early registration fees would rise on September 1. Don't forget to register for the awards dinner at the same time. Also, please keep in mind we need all the volunteers we can get.

Jacques covered upcoming events. The August drive would meet at Maudi's in Bee Cave on the 16th and head to Fredericksburg. Brits & Barley would meet on the 24th at Float the River Brewing in Old Liberty Hill (formerly Hell or High Water Brewing). Nick Roccaforte advised that Pistons on the Square would take place as usual at the Georgetown Square on the third Saturday of August, but there would be no post show Georgetown All British Squadron (GABS) drive. Normal

GABS driving events would resume in September. Jacques also reminded us that HCTC was hosting the 2026 South Central VTR Regional meeting on April 26. A team lead by Jacques and Mike McPhail is hard at work preparing.

Continuing with longevity recognition, Kim Welter presented Rod Hamilton with his 10 year pin. Congratulations, Rod. You may remember that last month I reported the Club awarded Casey, our long time waiter at Waterloo, an honorary 1-4 year pin. At the breakfast Casey advised this was his last day at



HCTC is now honored with a group picture at Waterloo Icehouse

Secretary's Report

September 2025

Continued



HCTC monthly Breakfast meeting, August 2025



HCTC showing out at Waterloo Icehouse for the August Breakfast meeting



Brits & Barley, August 2025, at Float the River Brewing Company

Waterloo and he was moving back to his hometown, Waco. Best wishes to you, Casey.

Following the meeting and the traditional hour or so in the parking lot talking cars, a small group

convoyed to the Oasis for further discussions, conviviality and great lake views. The monthly Club drive took place on the 16 th . Twelve folks met at Maudie's Tex-Mex Grill in Bee Cave for breakfast. Afterwards, Mike McPhail led the group of Triumphs and a lone MGB on a nice back roads drive to Fredericksburg. The group enjoyed some quality time at the Altstadt Brewery before going their separate ways.

On the 24 th a sizable group gathered for the monthly Brits and Barley get together. I counted 16 of us. This month's meet was at Run the River Brewing aka Hell or High Water Brewing in Liberty Hill. If you're a little confused it's because while the official name of the establishment is Float the River Brewing, it used to be called Hell or High Water Brewing and that name still appears on the building. Apparently there was a little trade mark infringement issue with a brewing company in Colorado that had a beer called Hell or Highwater Mellon. Reportedly the Liberty Hill folks agreed to change their name from Hell or High Water, but they don't seem to be completely committed to the idea. Nevertheless, it's a very nice venue with good food and local brews and I believe we all had a good time.

Thus another month has passed. In September, a group of us plans to travel to Springdale, Arkansas, for the annual Brits in the Ozarks show. The event includes some fun drives through the Ozarks. Stay tuned.

From the Archives

Art Graves

These articles are from the November 1996, February 1997, and May 1997 issues of "The Ragtop". They recount Bob Kramer's early adventures in vintage car racing. - Art



Bob's Racing Report

By Bob Kramer

From the November 1996 issue of the 'Ragtop'

I arrived at College Station with high hopes for a full weekend of racing and looking forward in particular to the All British Race to be held as the last race on Saturday. I had spent the previous week changing fluids and bleeding brakes in preparation for the event and had spent countless hours pulling and installing starters trying to fix a hard-to-start problem. I set up along the fence (I sent in my \$\$ too late to get a covered paddock) and tried to start the car. Even with a new battery, it wouldn't start. It took a flat tow to get it going. Once it warmed up, it started every time. I think the trip through the quarter car wash the night before had something to do with it.

On the track I was about one second slower than my best laps last time out. In the 15-minute practice I found myself unable to keep up with some of the cars I was faster than the last time out. I attribute that to lack of experience, and I fully expected to get back up to speed if only..... the engine didn't quit on me.

When the first race started, the packs quickly sorted out, five big Healeys, an Alfa and an Elva Courier in front of me, and everybody else behind. Lucky for all of us, they were way behind. After spreading out a little after 7 laps, I was leaving an "S" turn, switching from a righthand to a lefthand turn when I heard a bang just as all the weight transferred to the right front tire. The explosion was the #2 rod punching through the block, spewing 7 quarts of new oil onto the header and right

under the right front tire. I can't tell you how many times I spun in the 75-foot oil slick I laid down because I was engulfed in a large cloud of oil smoke. I'm sure it was spectacular. We picked up pieces of piston, the block and a wrist pin.

Needless to say, this ruined my weekend. A bunch of HCTC folks were planning to come watch the races, so after being towed to safety I called home with the bad news. The fall races are the last event for the year, so I have until February to build a new motor. I've found out through an Internet TR race group that I can expect this type of thing to happen again, and for some it happens often! As such, I'm looking for TR3/4 donor engines. I've been checking the local machine shops. So far none seem too interested in this type of work. So let me know if you know of any really good shops or parts!

From the February 1997 issue of the 'Ragtop'

As many of you may have heard, in October the number 2 rod on my TR3A racecar broke at speed. Since this was my first experience at "blowing an engine", I didn't know what to expect inside the engine. I know now, and the following is all the gory details.

This all happened at Texas World Speedway in College Station. The track uses the front straight-away and dives into the infield for ten or eleven twisties. I was accelerating in third gear after having

From the Archives

Continued

shifted from second gear while exiting a bell-shaped curve that gradually opens up to a short straight. I think this is turn eight on the track map. In order to take full advantage of this section of the track, you need to get into fourth before the next turn, so you can “stay in it” until the “esses” that follow right before you ease back onto the main straight.

I had my foot planted firmly to the floor, and at about 5000 RPM I heard a pop. I was instantly spinning in a white cloud of oil and coolant smoke. I don't know how many times I went around, but it was a bunch. Thankfully there were no cars close behind. That was the “fun” part! I left the car untouched for a while, knowing that there would not be another race until February. After Christmas took the engine out and disassembled it. What a mess! The No.2 Rod had broken right at the cap, or possibly a rod bolt had broken. Who can tell anymore? The crank was badly scarred on that journal, the rod was twisted up and the piston (what was left of it) was jammed up into the cylinder head. The oil pump was trashed, the camshaft was broken into three pieces. You get the picture, a total wipe-out. All that remains usable from the internal engine parts are three rods. Even the head sustained damage, but thankfully didn't crack.

I consider myself pretty lucky. My friends at the HCTC have given me two donor engines. Barry Lowe had an old TR3 race motor and Dave Smith had a TR4 motor. I began by tearing down Barry's engine with the hope that it could be freshened up with new rings and bearings. Unfortunately, the piston liners were rusted a little too much, and since they were already at the maximum of 87MM, I needed new liners. So, into Dave's motor I went. As luck would have it, it was in the same shape. 87MM with rust under the rings. Apparently, moisture gets in somehow, and the liners appear to be susceptible to rusting. I was able to get some used liners from a guy in Wisconsin through the Internet Triumph mailing list. I bought 8 for \$100, but the shipping was another \$65 (2nd day air).

I ended up using the rotating parts and block from

Barry's engine and the original head from the racecar. Dave's engine was put back together and will be built to race spec later as funds permit. I did need the oil pan and oil pump from that engine. I had the rods and crank magnafluxed and ordered a harmonic balancer kit and oil seal upgrade kit from BFE. I found out that TR3/4 heads have a very unique design which shrouds the intake valve. This is not a problem unless you want higher compression. Milling the head past a certain point removes the shroud and exposes the valve. So, the mill job also becomes a special head gasket job, a porting job on the head and a relieving job on the corresponding piston liner to create space for intake flow. Increased compression adds more \$\$ per cubic inch too!

Thanks to a recommendation from Jeff Snyder at Jeffs Resurrections, I used T's Machine on Burnet Road in Austin for the machine shop work. I tried a few of the highly regarded shops around town, but found that they didn't seem too enthused about a 40-50-year-old tractor engine. These days the real money's in 16 valve cylinder heads. “T” still works at his machine shop, but he is retiring and has sold it to a fellow named Brian, who did all the work on the TR3.

Brian helped me put together the engine, included setting up a 30-year-old Crane Cam with no spec sheet. All in all, I say he did a good job and charged a fair price. He cut his teeth on small block Chevy race motors, and this made me more comfortable with him.

True to form, I spent an inordinate amount of time scraping, wire-brushing, paint removing, sanding, priming and painting the engine compartment in the TR3. Since it's an old-time racecar, it has more than its share of extra holes in the inner fenders and firewall. At some point, a previous owner decided that it would be a wonderful thing if he coated all the mess with a thick slime layer of rubberized undercoating. This grunge hid layers of Bondo and window screening used to cover penetrations that are no longer needed. It looks much better now, not anywhere near show quality, but respectable.

As I sit here typing this article, the car still is engineless.

From the Archives

Continued

The “new” race motor sits atop an engine stand next to the car, waiting for a set of shortened pushrods and the starter to come back from Texas Alternator. The tranny is on the workbench and the header is at Jeff's. Surgery was required to bring it back to life. The large pieces of Standard Triumph engine block that went aloft put a sizable dent into two of the tubes. Jeff had to cut open the Stainless-Steel header tubes to pull the dents out. With all the internal damage, I certainly couldn't afford a new \$400.00 header.

If all goes according to plan, I'll put it all back together tomorrow evening and spend all day Wednesday (took the day off) getting it sorted out. Here's hoping that I can richen the mixture enough to handle the compression increase without changing needles. Fortunately, I have about 50 spare SU needles courtesy of Barry Lowe. Then it will be off to Texas World Speedway for the CVAR races this weekend. I'll be content just to be there! I'll have to take it very easy and break in the new engine. I want this one to last a while!

From May 1997 issue of the 'Ragtop'

When I left you last, I was spraying multiple coats of copper gasket sealant on the shim steel head gasket for the TR3. I reinstalled the head, and studied a little about overheating in TR3's. What I found out is that the conventional wisdom is to almost totally block the thermostat bypass hose to force the water through the radiator instead of just recycling through the engine. The water pump housing design is such that it is easier, the path of least resistance, for the water to “fall down” the bypass hose rather than be pushed into the radiator, thus not getting cooled at all. I cut down an old TR3 lifter to make a plug. It was easy to hacksaw it in half, but not so easy to drill a 3/16-inch relief hole into the hardened surface. Next time I'll use a brass plug! After getting it all back together, I ran it again. This time the only problem noted was oil leakage past the oil filter adapter. Bonehead (me) had added lock-washers to the bolts to get a better seal. Roger Bolick pointed out that the little gaps in the lock-washers were the leak. DUH! After removing the offending parts, it held oil.

I continued running in the engine with a garden hose plugged into the radiator and water running out the drain valve on the side of the block. Why would I do this you ask? Well, some of that copper sealant (the parts that were exposed to water, not crushed between the head and the block) was floating in the water. I felt it was better to get it out of the system. When I closed the valves, the engine decided to overheat again. Even so, I suspected that everything was OK. Due to the addition of the harmonic balancer, I no longer have an engine fan, but since that was all the time I had for that day, I finished up not knowing if I had cured the overheating problem.

About a week later I was able to test the engine with an electric box fan strategically placed in front of the radiator. I reworked the thermostat housing to install a gutted thermostat and a brand-new set of TRF hoses. Much to my chagrin, the temperature gauge decided that it didn't want to work anymore. I ran it for a while, and it didn't spew, but I was left to wonder if it was working properly. Another day gone. The next chance I got, I scrounged around and found an old temp gauge in my spares. After removing the dial face to get all the cracked and broken pieces of plastic bezel ring out, I was able to test the engine it with a working gauge. Viola, it worked fine. It settled in at about 190 and then started running a little hotter. I checked over the engine really quick and noticed that the electric box fan had quit. Unbelievable!

Well, all this proved to be a major frustration, but I can see the light at the end of the tunnel, and a sign saying TX World Speedway ahead. Just have to figure out what's wrong with the shifter, button her up, retorqued the head, change the oil, adjust the brakes, fill the diff, install tie seat, buy and install a good temp. gauge, got an oil cooler, put on...

You get the picture.

HCTC August Driving Event

Jacques Welter



HCTC at Maudie's Tex-Mex

HCTC met on August 16th for their monthly driving event. Unlike some of the other drives, this one had two parts:

- A breakfast at Maudie's Tex-Mex in Bee Caves
- A Hill Country drive following the breakfast to the Aldstadt Brewing Company in Fredericksburg

Now, not everyone who went to breakfast ended up at Aldstadt, but we had a fantastic turnout for both events. Showing up from HCTC for Part 1 were:

- Mike McPhail
- Charlie Stewart
- Rip Torn
- Charles Sponberg (a friend of Rip's)
- Henry Reynolds
- Kim & Jacques Welter
- Kim & Sam Vazquez
- Wylie Christal
- Aaren & Joe Payne

After what turned into a very leisurely breakfast, the Club concluded Part 1 around 11 am and turned to Part 2. Mike's knowledge of backroad routes throughout the Hill Country is, I believe, unprecedented, and this one did not disappoint. Driving their Triumphs were Kim & Jacques; Kim & Sam Vazquez; Charlie Stewart; Wylie Christal; and Mike McPhail (Rip and Henry's



Mike and Wylie talk about - what else - cars



Charlie Stewart & Henry Reynolds @ breakfast



Kim Vazquez & Kim Welter at breakfast



HCTC ready for Part 2 of the event

HCTC August Driving Event

Continued

cars were down for scheduled maintenance).

The drive took 90 minutes (and one bio-break stop) through fantastic countrysides. I might add the weather cooperated for most of the drive — unseasonably cool and overcast — and even the unusual August precipitation on the way was welcome as we ended up at the Aldstadt Brewing Company on SR 290 just outside of Fredericksburg

Aldstadt Brewing is unique — adhering to the German Purity Law of 1516 (Reinheitsgebot), the brewery puts nothing but hops, barley, yeast, and water into the beer. The new state-of-the-art brewery goes a step further by mimicking the mineral composition of the artesian spring water of Germany. The Texas water is filtered through reverse osmosis, says Craig Rowan, brewmaster. Natural minerals are then put back into the water. The lager uses water similar in composition to that found in Munich, the altbier copies water from Düsseldorf, and the kölsch mirrors Cologne where the style originated. The result is some pretty good bier — something the HCTC group sampled.

The event broke up around 2 pm, and we all made our way uneventfully home. A good time was had by all.

#



A nice looking group of Triumph's outside of Aldstadt



Same group, different angle



Aldstadt Brewing Company, Fredericksburg, Texas

Visit to TRF 2025

Art Graves

This past August Karen & I drove to Pennsylvania (Pittsburgh area) for her family reunion. I enjoy the reunions and it gives me a chance to visit the Roadster Factory, now in nearby Homer City, PA!

Like many other Triumph and MG owners, I was devastated by news of the fire at Roadster Factory. I did not even read the news accounts of the fire. This trip I decided to drive to Armagh, PA to see the remains of The Roadster Factory.

What I saw was the brick façade that was the entrance to the building and the parts counter. And that's about all there is.

Fortunately for us, Albert Runyan is working hard to keep Roadster Factory going. His new location is in Homer City, PA. He and his staff have done a lot of work, but much more needs to be done, not to mention the restocking of inventory. I wish him the best and look forward to seeing him again after Karen's family reunion next year.



Art at entrance to The Roadster Factory in Homer City, PA



Inventory on pallets



Albert Runyan's office



Shipping counter

Visit to TRF 2025

Continued



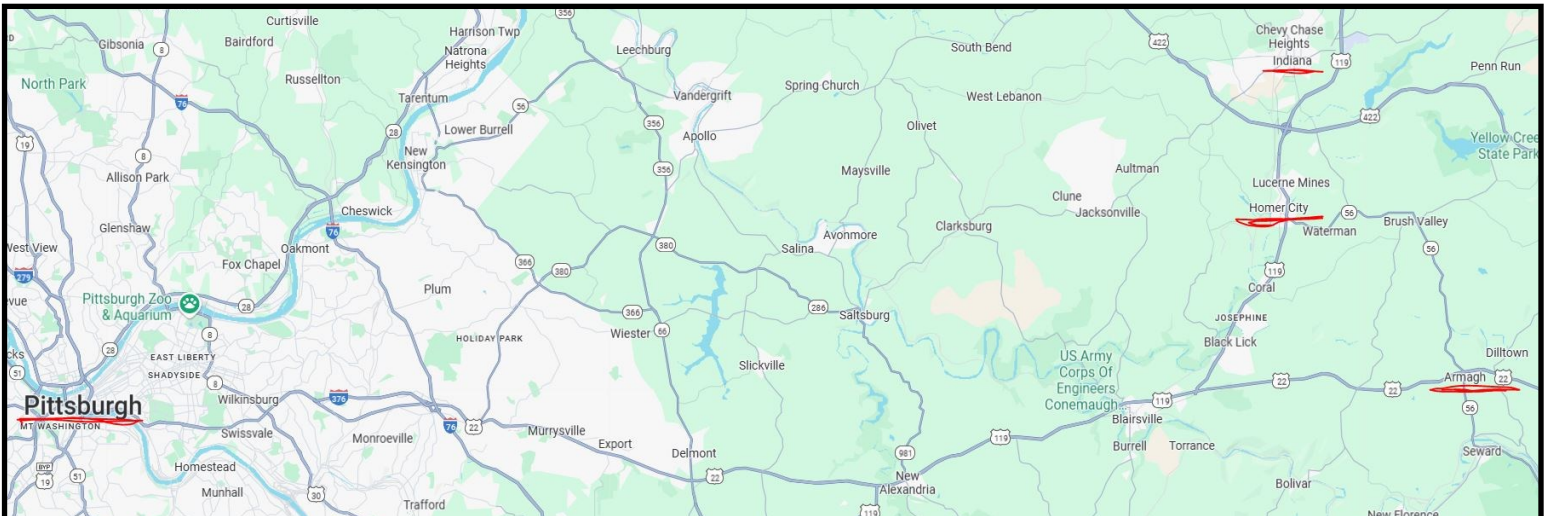
The front of what's left of the old Roadster Factory



Out back, the floor that held many, many shelves of parts



Coventry Inn was one of Charles Runyan's business ventures. It has since been sold, but is still not open and there have been no apparent changes



A map of Western Pennsylvania

News from Mike's Motors

Mike McPhail

You may have seen a Damson (Damn, Son?) 1969 Jaguar E-type coupe at the Waterloo Ice House on a recent Saturday (HCTC Breakfast Meeting). It is the reason my Triumphs, and a lot of other things have been neglected as of late. Several years ago, I foolishly agreed to rehabilitate an XKE and 13 months later it finally went home. I swore never again to have anything to do with Jaguars. But "time wounds all heals", and once again... I am into the fray!

The Jag has been in my workshop all Summer and is just about ready for TX ABCD 2025 (are you?). It came to me as a non-running abandoned restoration project with a rebuilt motor and DIY paint job. The disassembled carburetors were in a big box with lots of other removed parts. The lights and bumpers were also separated from the body, and the new exhaust fell off the car as it was loaded onto the trailer. The motor rebuild was well documented and has turned out to be the "Jewel in the Crown". The body is rust and dent-free, but the paint job needed some work. The factory air conditioning and power steering were in place, but non-functional.

No matter how little you pay for a Jaguar, it will never be cheap. The tires and battery were brand-new eleven years ago when work came to a halt, but of course, had to be replaced. It was to be expected that the old belts, hoses, and fuel & water pumps would have to go. The AC system has been replaced in its entirety at great expense and not without difficulty. Not one of the ten rocker switches worked, so a complete, new assembly was purchased. The supposedly self-adjusting hand brake needed adjusting, which required the removal of the rather hefty rear suspension assembly. A multi-function Blue Tooth Retro Radio has taken the place of the original, but DOA, Philips unit.

On a more pleasant note, quite a bit had been done to



With the bumper mounted



Rather hefty ...



At the Best Western in Goliad



Front respray

News from Mike's Motors

Continued

the car previously that streamlined the current effort. The brakes and clutch were done along with a re-cored radiator. The windshield and back glass were replaced, as were most of the body seals. The turn signals, wipers, gauges, horns, radiator fans, starter and alternator all worked. The original black leather interior has just the right patina, and the carpet and headliner are quite serviceable, as is the iconic three alloy spoke, wood steering wheel with its “growler” center motif. A few hundred miles have been covered so far, and I am considering driving it to the Brits in the Ozark show this month. Damn, son!

P.S.

This 1969 Jaguar E-type has an interesting history. It was purchased used in Corpus Christi circa 1976 by an enthusiast who kept it until his recent passing at the ripe old age of 96. This gentleman was just a lad when he served as a US Army photographer in WW2 Europe. He documented the liberation of concentration camps and even the Nuremburg Trials. Decades later, poor health prevented him from finishing the restoration of this low-mileage survivor. His son enlisted car guy, Glenn Philips (HCTC member) to find someone to assume stewardship of this pinnacle of British Sports Car engineering. A call to Mike's Motors was forth coming.



Made in the shade



Jaguar Interior



Jacques and Mike at the Cars and Stripes show in Goliad

HCTC Events Calendar

2025 Year-at-a-glance

AFFILIATED GROUPS

- Georgetown All-British Squadron meets at Pistons on the Square (POTS) every 3rd Saturday of the month at 8:00 am
- Brits and Barley meets every fourth Saturday (or Sunday) of the month starting at 2:00 pm.

Jan						
S	M	T	W	T	F	S
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

01 New Year's Day
 11 HCTC Morning mtg
 14 HCTC Social Hr
 20 M L King Day

04 Independence Day
 08 HCTC Social Hr
 12 HCTC Morning mtg
 15-18 VTR National Wisc Conv

Jul						
S	M	T	W	T	F	S
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

Feb						
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9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	

8 HCTC Social Hr
 10 Sir J. Black/DYTD
 11 HCTC Morning mtg
 17 Presidents' Day
 ?? GTN Air & Car Show

9 HCTC Morning mtg
 12 HCTC Social Hr

Aug						
S	M	T	W	T	F	S
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30
31						

Mar						
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8 HCTC Morning mtg
 11 HCTC Social Hr
 29 New Orleans British Motoring Festival

01 Labor Day
 09 HCTC Social Hr
 13 HCTC Morning mtg
 ?? Brits on the Bluff
 ?? Brits in the Ozarks

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8 HCTC Social Hr
 12 HCTC Morning mtg
 20 Easter Sunday
 23-6 VTR S. Central Reg Waco

04 Houston ABCD
 04 Dallas ABCD
 13 Columbus Day
 14 HCTC Social Hr
 10-25 Texas All British Car South Texas ABCD

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26 Memorial Day
 10 HCTC Morning mtg
 11 All Brit & Euro Car Dallas
 13 HCTC Social Hr

08 HCTC Morning mtg
 11 Veterans Day
 11 HCTC Social Hr
 27 Thanksgiving Day

Nov						
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7 Euro-Expo Cr Sh OK
 10 HCTC Social Hr
 14 HCTC Morning mtg
 16-27-8 TRA National Meet Greater Ozarks

09 HCTC Social Hr / / Tour D'Lites
 13 HCTC Morning mtg Xmas Party
 25 Christmas

Dec						
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HCTC September 2025 Driving Event

WHERE:

Meet at Pistons on the Square, Georgetown @ 9:30 am with the Georgetown All-British Squadron
Corner of Austin Avenue and 8th Avenue

WHEN:

Saturday, September 20th at 9:30 AM

DETAILS:

We are planning to attend Pistons and then leave around 9:45 am to travel to Dick Hunter's garage where he has 32 cars for us to enjoy. After that we will leave and travel to Andice for burgers at 11:00 am. If you want to review all of the cars at Pistons on the Square it is suggested that you get there before 8am to get a parking space. If you want to sleep late, no worries, just be there by 9:30am and we will gather for a pre-drive briefing.

The drive to Dick's is only about 15 miles west. We will travel the back way to get to Williams Dr. and then take CR 245 to his house. His address is 1331 CR 245. You are also welcome to just meet us at his house around 10:15 am if you cannot make Pistons and/or the drive.

After that we will leave around 11:00 am for lunch at Andice.



HCTC & SCVTR 2026

Jacques Welter

Hey Hill Country Triumph Club !! We are pleased to announce that HCTC will host next year's South Central Vintage Triumph Register event. Mike McPhail and Jacques Welter are co-chairs for this event, but can use all the help HCTC can provide.

Here's the details:

When:

April 20th through April 23rd, 2026. Mark your calendar and set your vacation time.

Host Organization:

Hill Country Triumph Club

Host City:

Marble Falls, Texas

Headquarters:

Dos Conchas Ranch

Accommodations:

Hidden Falls Inn

Stay tuned for more details in ***THE RACTOP***



Aubrey Rose British Car Day

September 14th, 2025



The poster features a central graphic of a white Jaguar XJS with license plate '50 XJS' driving on a road that splits into three paths. The left path is red and leads to 'LIVE MUSIC' with a drum set icon. The middle path is blue and leads to 'SPLIT THE POT RAFFLE' with a pot icon. The right path is red and leads to 'FOOD & BEER TRUCKS' with a food truck icon. Above the car is a '50 ANNIVERSARY JAGUAR XJS' badge. A large orange sign with a British Car Club logo and the text 'CINCI 2025' is positioned in the center. The bottom section is a dark blue banner with the event title 'AUBREY ROSE BRITISH CAR DAY' in large red and blue letters. Below this, the date 'SEPTEMBER 14TH' is in white. The location 'VILLAGE GREEN PARK, 301 WESSEL DR., FAIRFIELD, OH 45014' is listed. The event schedule is: '8AM GATES OPEN/SET UP', '9AM-12PM REGISTRATION', '1PM VOTING ENDS', and '3PM AWARDS'. Logos for 'BRITISH CAR CLUB OF GREATER CINCINNATI', 'FAIRFIELD PARKS AND RECREATION', and 'AUBREY ROSE FOUNDATION' are included. A QR code and the website 'BCCGC.ORG' are at the bottom right.

CINCI 2025

**AUBREY ROSE
BRITISH CAR DAY**

SEPTEMBER 14TH

VILLAGE GREEN PARK
301 WESSEL DR.
FAIRFIELD, OH 45014

8AM GATES OPEN/SET UP
9AM-12PM REGISTRATION
1PM VOTING ENDS
3PM AWARDS

FAIRFIELD
PARKS AND RECREATION

AUBREY ROSE
FOUNDATION

BCCGC.ORG

Texas All British Car Days 2025



 **PRESENTS**
34th ANNUAL TEXAS ALL BRITISH CAR DAYS

Giddy Up

Self-Guided Fun Drives
Fri.- Happy Hour
Sat.- Car Show & Awards Dinner
Food Trucks! Vendors Prizes

10- October
12 2025

**Supporting the Eddie Shell
& Cloyce McLean
Community Foundation**

At the beautiful Dos Conchas Ranch, Marble Falls, TX

Sponsored By:



Hotel, Registration and Schedule INFO online at:
www.txabcd.org

South Texas All British Car Days



Gruene, Texas offers a perfect blend of Hill Country charm and lively entertainment—and on October 18, 2025, it gets even better with the **South Texas All British Car Day**. From 8 AM to 1 PM, classic British beauties will take over the town, drawing enthusiasts and curious onlookers alike for a celebration of chrome, craftsmanship, and community. After admiring Triumphs, Jaguars, and MGs, stroll over to *Gruene Hall*, the oldest dance hall in Texas, for live music and cold drinks. Float the Guadalupe River, browse antique shops, or grab lunch at the *Gristmill River Restaurant* overlooking the water. It's a day where horsepower meets hospitality—don't miss it!

Show starts at 8am and will be held at the Rockin' R River Rides.

1405 Gruene Rd, New Braunfels, TX 78130

Registration is \$25 in advance, \$30 day of show and is by old-school USPS.

Download the registration form [HERE](#), drop it in the mail and you're ready to go.

For your convenience, the voting ballot is [HERE](#).

HCTC Car Show Calendar

Stephanie Nichols' 14th Annual Car & Plane Show

Location: Georgetown, Texas

Date: February 22nd

Web: <https://www.stephaniesgtownairportcarshow.eventbrite.com>

New Orleans British Motoring Festival

Location: Covington, Louisiana

Date: March 29, 2025

Web: <https://www.bmcno.org/2025-british-motoring-festival/>

VTR South Central Regional Convention

Location: Bellmead, Texas

Date: April 23 – April 26, 2025

Web: ??

Dallas All British & European Car Day

Location: White Rock Lake Park, Dallas, Texas

Date: Sunday, May 11th, 2025

Web: <https://allbritishcarday.com/shop/>

Euro-Expo Car Show

Location: Sand Springs, Oklahoma

Date: June 7, 2025

Web: <http://www.jaguarcluboftulsa.com/>

TRA National Meet

Location: Kalamazoo, Michigan

Date: June 16 – June 20, 2025

Web: <https://www.triumphregister.com/tra-national-meet/>

Greater Ozarks British Motoring Club Car Show

Location: Springfield, Missouri

Date: June 27 – June 28, 2025

Web: <https://gobmccarshow.com/>

VTR National Convention

Location: La Crosse, Wisconsin

Date: July 15 – July 18, 2025

Web: <https://www.mntriumphs.org/vtr2025/>

Kansas City All British Car Day

Location: Merriam, Kansas

Date: September 7 – September 8, 2025

Web: <http://www.heartlandallbritish.com/index.html>

6-Pack Trials

Location: Fontana Dam, North Carolina

Date: October 2 – October 5, 2025

Web: <https://forums.6-pack.org/>

Triumphest

Location: Buellton, California

Date: October 5 – October 8, 2025

Web: <http://www.triumphest.org>

Brits in the Ozarks

Location: Agri Park, Fayetteville, Arkansas

Date: September 19-20, 2025

Web: <http://www.britshironnwa.org/>

Britts on the Bluff

Location: Natchez, Mississippi

Date: September 19-20, 2025

Web: <https://www.msemc.org/events/>

Houston All British Car Day

Location: Houston, Texas

Date: October 4th, 2025

Web: NA

Texas All British Car Day

Location: Austin, Texas

Date: October 10th - 12th, 2025

Web: <https://www.hillcountrytriumphclub.org/txabcd/>

South Texas All British Car Day

Location: Boerne, Texas

Date: October 18h, 2025

Brits and Barley

Looking to have even more fun in your Triumph? Join the crew of Brits & Barley.

Brits & Barley is a driving / destination group (not a club) dedicated to the premise of driving our British automobiles and drinking some good beer - two concepts that have a great deal of attraction to all who join us. As a group we will drive to one local brewpub per month; consume a couple of frosty adult beverages; talk cars, friends, activities, and other things; and then head our separate ways.



Members for Brits and Barley are drawn from local car clubs - to date we have Hill Country Triumph Club; Capital City MG; and Georgetown All-British Squadron and we will be adding more over time.

We will (generally) meet the last Sunday of the month, but this can vary given holiday schedules. At the end of every meeting we will decide where the next meeting will be using a master list of brewing companies that we've compiled and we'll try to spread it out. For example, if we head south one month, we'll try to head North, Central, East, or West the next meeting.

Check in your Ragtop each month for the location. We hope to see you there !!

September

WHERE: The Draught House Pub & Brewery

4112 Medical Parkway

Austin, Texas 78756

WHEN: Sunday, September 28th, starting at **2:00 pm**

HCTC Events

HCTC Social Hour Waterloo Icehouse Tuesday, September 9th

The Social Hour has changed its start time !!

We will be starting the Social Hour at 7:00 pm !!

Take a break from your busy calendar and hoist a few frosty adult beverages with your favorite people at the Hill Country Triumph Club social hour, held every second Tuesday of the month.

While the event nominally runs from 7 pm to 9 pm, folks have been known to show up early and stay on late, so if you can't make it on time, don't worry — there'll still be folks there when you get there.

HCTC Breakfast Waterloo Icehouse Saturday, September 13th

The HCTC Breakfast Meeting starts your Saturday off right at the Waterloo Icehouse at the corner of Capital of Texas Highway and FM2222 !!

Come join the Club for breakfast, club updates, and some good company and conversation. Plan your arrival for 9:30—9:45 as the meeting (and breakfast) starts by 10:00 am.

Can't wait to see you there !!





TRIUMPH REGISTER OF AMERICA

Formed to preserve the Triumph marque

ESTABLISH 1974

Triumph Register of America (TRA)

is a non-profit organization established to aid TR2, 3, 3A, 3B, 4 and 4A owners in the preservation, maintenance and enjoyment of their classic sports cars. TRA is a grassroots organization, which offers many advantages and services for individual members, groups and local centers.

TRA Membership dues:

\$40.00 Annually (US Resident)

\$50.00 Annually (Non-US Resident)

Checks or money orders for membership should be made payable to: Triumph Register of America.

Mail the check with the **Membership Application Form** to the address shown at the bottom of the form.

OPTION 1: You can also fill out form electronically through Acrobat Reader (not through your browser).

To fill out form: Download PDF. > Open in Acrobat Reader. > Fill out form. > Save document to your computer. > Email to membership chair.

OPTION 2: You can also scan your completed Membership Application Form and email.

Link to the PDF version of the membership form: [TRA-Membership-Form-2022](#)

Pay Dues via PayPal:

If you have a PayPal account and wish to pay dues using this service. Simply log onto your account and follow the prompts to send the appropriate annual fee using the following email: triumph.register.of.america@comcast.net.

NOTE: *The application form must still be mailed or emailed to the address shown at the bottom of the Membership Application Form.*

Benefits of a Triumph Register of America Membership:

- Four newsletters per subscription written by and for Triumph owners
- Annual National Meet (Concours judging is limited to TR2 thru 4A, Participants choice is open to all Triumphs.)
- Local Center development information and event announcements
- Free classified ads related to Triumph sports cars
- Technical advice via the Newsletter
- Factory build records
- Comments on originality via the Newsletter
- Judging Standards and Restoration Guideline Manuals for TR 2/3 and TR4 (online)
- The TRA Forum (online) where you can communicate with fellow Triumph owners

Classifieds

Hill Country Triumph Club Advertising Rates

Member ads for Triumph cars or parts are free and will run for two issues. These ads may be renewed as necessary two times, for a total of six issues.

Ads or flyers for other club's events are free and will run for two issues.

Ads for commercial items or services will be charged the following rates:

Business Card ad: \$5.00 per issue

Quarter page ad: \$10.00 per issue

Half page ad: \$15.00 per issue

Full-page ad: \$25.00 per issue

These ads must be prepaid and can be scheduled for as long as desired, minimum of six issues. Long term ad runs must be prepaid at the time of scheduling. All ads must include artwork.



Enjoy your TR more!

ENJOY A TRA MEMBERSHIP:

4 National newsletters per year

Annual National Meet

Website (password protected areas for members)

Concours judging standards

Factory build records

Technical support

Contact information

Shutterfly National Meet website



Join TRA Today!

www.TriumphRegister.com

Classifieds

1976 Triumph TR6 for sale

Mimosa Yellow with Chestnut (Dark reddish brown) interior

Rear luggage rack and original factory hard top with Storage Cart / Dolly

91,518 miles

Car is very original and in very good condition. Runs great

\$16,000 Call Kathy at 512.517.3432



Classifieds

Visor assembly with mounts (both sides), ignition switch cover, trunk light, misc. items. Text Jim @ 254-563-9141

Triumph TR6 '69-72 Intake Manifold Stanpart V3108, used, as is. Great condition. Price plus shipping or pick up in central Texas \$110

Many more parts for sale and prices negotiable. See the [catalog PDF](#) or look at <https://www.triumphexp.com/forum/buy-sell-and-trade-forum.5/>

Contact Rip at 512 845 2944 or rtorn09@gmail.com



Classifieds

New Spitfire Seat Covers Set for sale.

This is a set of brand new seat covers made in England. Color beige Price \$350.00. If you buy a new set it would cost over \$500.00.

Please call or text 316 200 3068.



Need a lift? I have several heavy tools that I am prepared to lend out to HCTC members who may be considering some DIY Engine or Transmission work. I have a hydraulic Engine Hoist, an Engine Stand and a Hydraulic Press.

They are available to any club member so long as you will take care of them until you return them. And so long as you operate them safely (I offer no liability for injury or damage) Just let me know, I can even get them over to you in my pickup truck.

Malcolm Grey

TEXT at 512 775 6443



Classifieds

Used seats from a '75 TR6. Headrests are functional and stay up as desired. Asking \$240.00

Text Jim @ 254-563-9141



TR4A Parts. Various parts left from my rebuild several years ago. Grill is \$50. It does need a repair as pictured. As to the other parts just call and give me a offer. 214-587-5390.





The Hill Country Triumph Club, is a not-for-profit car club affiliated with several national groups. We are the 50th Chapter of the Vintage Triumph Register (VTR), was founded in 1990 to bring together the owners of Triumph automobiles in the Central Texas area surrounding Austin. In 1991, the membership decided to include other British car fans as associates due to lack of other clubs in our area that represent some of the other marques. As owners and lovers of our unique types of cars, we have a special kinship, which draws us together. Membership is open to anyone who is a British car enthusiast, with or without a car.

We have social get-togethers on the 2nd Tuesday of each month, Breakfast Business meetings on the second Saturday of the month, and at least one other event each month. We encourage you to join and support us, even if you don't drive your car regularly. We support our members interested in Showing Cars, Traveling, Racing, Restoring, Maintaining and otherwise socializing. One goal of the club is to help its members keep their cars on the road. Please contact one of the club officers listed in the newsletter for more information at info@hctc.us about club benefits and spread the word about our club to others.

As of 1 July 2022, Annual dues are only \$20.00 per new membership for a family group or address per year and go toward supporting club events. We encourage new members to order their club nametag for an additional \$11 each. Renewals are \$20 annually.

The Hill Country Club is a local chapter of the Vintage Triumph Register (VTR)/Triumph Sports Owners Association, which is open to all drivers of Triumph motorcars; a chapter of the Triumph Register of America, exclusively for TR2 through TR4A sports cars; and a chapter of the 6-PACK, dedicated to the enjoyment, preservation, and restoration of the Triumph TR250 and TR6 sports cars. Membership in these national organizations is encouraged. Visit their websites at www.vtr.org, www.triumphregister.com, and www.6-pack.org.

The Ragtop is published monthly by the Hill Country Triumph Club. Material within may be freely reproduced providing Ragtop and the authors are credited. Any and all newsletter contributions are welcome. Deadline for submissions is the end of each month. Submissions may be emailed to editor@hillcountrytriumphclub.org. Car related classified ads are free to members and will run for three months unless otherwise instructed. Contact editor for other ads.

Membership

Payment is due on joining and payable by check to HCTC and may be:

1. Mailed with this application to: HCTC Membership Chair, 1105 N. Canyonwood Dr., Dripping Springs, TX 78620 or
2. Online (when active) on the www.hctc.us or
3. Bring this application (filled out) to the next meeting.

Dues may be paid in more than 1-year increments. Renewals will be due on the closest Jan 1 or Jul 1. Multi-year rates: 5 years- \$90, 10 years- \$170.

Club bylaws are available online. By joining the membership, their family and/or guests agree to hold the HCTC, officers, or other members harmless in the event of any accidents or incidents related to club activities.



Please fill this out and send in with Membership request

Name(s): _____

Address: _____ City: _____ ST: _____ Zip: _____

Primary Phone: _____ Alternate Phone: _____

Email: _____

TR Car 1: Make: _____ Model: _____ Year: _____ Color: _____

Car 2: Make: _____ Model: _____ Year: _____ Color: _____

How did you hear about HCTC? _____

Special interests, skills, etc? _____

What do you want your nametag to read? _____

Additional Nametag reads _____ (Add \$11 per badge) If you want the badges mailed to you, add \$2.00 per badge. **Contact Gary Payne to order name badges (garypayne75@hotmail.com).**